

## EDITOR O'BRIEN.

Remains on Board the Steamship Umbria. As the steamer Umbria left New York, May 10, last night, when the reception committee down to the Umbria, a remarkable scene was witnessed. For several minutes after the object of the committee had been made known to the passengers, a number of persons in authority could be discovered to attend to the New Yorkers' wants. The committee, however, was not answered by portions of the passengers and crew with groans and counter cheers for Salisbury, Balfour and other friends of coercion.

Captain Patterson of the Moore had much difficulty in finding any one on the steamship to take a line from his boat. His request for the presence of Captain McKim was greeted with the information that the captain was at dinner, after which there were more jeers. After about ten minutes, however, the captain came to the rails and asked: "What do you want?"

"We have a permit to take some passengers off," replied General O'Brien, of the committee.

The captain's response to this was gruffly, "Well, I will allow no person to leave the ship until the doctor has made his examination."

"Oh, we have got the doctor and the customs inspector, too," chimed the chorus from the Moore; and there was another groan.

Just then Mr. O'Brien appeared, and addressing the people on the Moore, inquired: "Are there any of my friends here who want me to go to New York tonight?"

"We all do," came the reply. "Then I will go," said Mr. O'Brien, determinedly, "if only out of contempt for the cowardly boarders."

A ladder was run up to the steamship rail after the lines had been made fast and Dr. W. Smith, brother of the health officer of the port, ran up it, and through his form as far as Mr. O'Brien, Bishop Ireland and Dennis Kilbride were concerned, and then Captain McKim asked him to take the Moore's deck.

Mr. O'Brien landed on the deck of the Moore after the line of the boat parted and her stern swung away, thus preventing the disembarking of Kilbride. It is now stated that the commotion caused on board the Umbria by the reception of Mr. O'Brien, and the outcome of the chairing caused by the delay in the steamer reaching her dock than anything else.

An employee of the Cunard Company, who went down for the mails yesterday, said that he learned from one of the passengers that no ill-will was shown O'Brien during the whole trip until the vessel was getting on the coast of the island. Several of the passengers, recalling a delay of an hour which occurred at Queens-town, owing to Mr. O'Brien's tardiness in getting on board, were very angry and asserted that but for this delay the vessel would have been able to proceed on her way, and would, in all probability, have reached her dock at six o'clock on the evening of the day she arrived off Fire Island, which was Saturday last.

This dissatisfaction grew among the passengers as Sunday wore on, and resulted in a demonstration made against O'Brien on the arrival of the reception committee.

Mr. O'Brien, looking fresh and cheerful, had hardly arrived this morning at the Hoffman House before he was besieged by a number of newspaper men. He welcomed the members of the press most heartily, and invited them to something made of the reception received. He said: "Really I don't know as much about the matter as some of you gentlemen appear to know. I did not expect any reception. When I heard the cheering I went on deck, not knowing where it came from. I heard Captain McKim say rather testily, in reply to something said from a tug alongside, that nobody should leave the Umbria. The gentlemen on the tug, as I understood them, said they had the health officer and customs inspector on board, and they would take me off. The action of Captain McKim and some of the officers of the vessel was very rude, manifesting a desire to put every obstacle in the way of complying with the wishes of the gentlemen on the tug. I don't remember any shouting 'God save the Queen,' but I do remember the cheering of those on the small boat I heard cheers for Lord Lansdowne and Lord Salisbury. There was a small party of loyalists on board the Umbria, and when they were for the cowardice they displayed I don't think I would have shared my fate with the rest. In a hurry to get to the occasion, my companion, Mr. Kilbride, was left behind."

Mr. O'Brien said in conclusion that he really did not think the matter worthy of serious consideration.

Mr. O'Brien was then informed that since his leaving Ireland, Mr. French, Lord Lansdowne's agent, had denied that Frederick Denby, the Irish agent, had been on board the Umbria, and that he had denied that Lord Lansdowne's tenants, for a settlement, had been authorized to perform such a task.

"That denial," said Mr. O'Brien, "is both untrue and absurd."

Speaking on Irish affairs Mr. O'Brien said there was no truth in the reports of Fenianism, and when the question of the probability of ousting the Tory government was mentioned, he said that while the Coercion bill was sure to pass, nobody was a hurry to turn out the present government. A general election this year, he thought, would not result in such benefit to Ireland as at a later period.

Mr. O'Brien leaves for Montreal this evening.

## THE FLORIDA SENATORSHIP.

TALLAHASSEE, Fla., May 11.—The vote in the Legislature for United States Senator yesterday was as follows: Perry, 25; Pasco, 14; Blochman, 33; Goodrich (Rep.), 19; scattering, 4.

## RUINED BY THE INTER-STATE LAW.

CHICAGO, May 11.—Sherman & Marsh and Schnabel & Co., barbed-wire manufacturers, made assignments yesterday afternoon. The liabilities of the former are \$448,000; assets, \$250,000; the liabilities of the latter are \$33,000; assets, \$183,000. Mr. Eben J. Marsh, of the first-named firm, is the "company" in the last-named firm. Both companies, it is stated, have large and prosperous business until the Inter-State law went into effect, when the increased rates on wire from the works here to points west of the Missouri river, where the business of both firms lay, made it impossible to compete with St. Louis firms, and destroyed all chances of business, hence the failure.

## DARING ESCAPE OF TWO PRISONERS.

CLEVELAND, O., May 10.—A special to the Press from Zanesville, O., says: This morning John Devine and George Barrington made a daring escape from Police Lieutenant Weaver and Deputy Sheriff Drake. They were on their way to the penitentiary at Columbus, having been sentenced for two years each for robbing cars. While the Baltimore & Ohio train was running at the rate of thirty-five miles an hour, the men broke away from the officers, and ran to the platform and jumped off, making their escape across the country. The officials had two other prisoners and could not give chase.

## LAW AND LABOR.

An Interview with Henry George—What the Land and Labor Agitator Has to Say About the Aims and Prospects of the Faction He Represents—No Alliance With the Old Parties.

New York, May 12.—Through the prominence of the local political troubles of Dr. McGlynn and the land and labor question, which has been kept steadily before the public for a month or two, the Land and Labor party has been called into a call for a State convention was issued the other day. A reporter saw and talked with Henry George about the plans of the party and its conditions.

"Interest in our cause," he said, "is spreading rapidly. Land and Labor clubs are forming all over the country. There are one or two incongruous elements, but they don't matter. The general complexion of the party. The people here have had a splendid education in the land question and have grasped it so thoroughly that there is no danger that they will be likely to go back to the old parties. Our ultimate aim is the abolition of all taxes except those on land."

"We can not hope to accomplish all, of course, but the first step will be the taking of all taxes off improvements in the shape of buildings and land. Out West there has been a labor party, but it has not been able to do anything. We have nothing to do with it. We stand firm for the radical views of the holding of the land. The party is not a political party. I think the party in this city is much stronger now than it was in the last election. Elsewhere it certainly is, for where there was no party at all there is now some kind of organization in nearly every important city. The politicians don't know what to make of us, and even the politicians are fighting us."

"Do you expect the party to make a presidential nomination in the next campaign?"

"I am sure I don't know really," he said. "We don't care to hold the executive offices, but it seems to be necessary to fight for them in order to bring our principles into the field."

"If a nomination were made would it not result in the sure election of a Republican?"

"I think not. We should not care. What difference does it make who holds the office? We are really any better off because Mr. Cleveland was elected, and would it make the burdens any heavier if a Republican were the Chief Executive? I think not. The important thing is to get the people to think of the real issue, and that is the mission of the Land and Labor party. There are lots of Democrats to-day who ought to be Republicans, and vice versa. Now the party lines must be so sharply drawn that the congruous elements shall unite under one standard. If the labor party comes into the field and by its presence defeats an organization that otherwise might count on victory, the tendency will be to shut up the parties that the incongruous elements of each will fall out. The Republican party was killed in the last election. It will be a capital thing to do to shut up the parties that the incongruous elements of each will fall out. The Republican party was killed in the last election. It will be a capital thing to do to shut up the parties that the incongruous elements of each will fall out."

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## METAL RAILWAY TIES.

Fifty Thousand of Them Ordered for Various Mexican Roads.

The railways of Mexico have ordered over 50,000 metal ties from England, to be delivered and laid on their extensions during 1887. Many of these metal ties are to be used hundreds of miles inland from the point of delivery on the coast of Mexico, after being freighted across the ocean.

Wooden ties are to-day being shipped from Michigan to Mexico for the new lines being built near the border of the United States to connect with our railway systems. Wooden ties are becoming so scarce that our railway managers are compelled to bring them from as far north as Maine and as far south as Florida, while they are not nearly so rigid in the inspection of ties as formerly, accepting many now that would have been called second-class a few years ago.

A good metal tie will outlast seven wooden ones and then be valuable as old metal, say at the end of fifty years. This is a wonderfully promising field for some inventor with brain enough to produce a simple metal tie that will be acceptable to our railway managers, for iron is so cheap and such great improvements have recently been made in its manufacture, especially since the introduction of natural gas as a fuel, that we may safely say the days of the wooden ties are numbered. There is a big fortune slumbering here for some of our live American inventors, greater even than Mr. George Westinghouse got for his air brake. Who can grasp the idea and produce something practicable, made of steel or iron, from bolts, rivets, nuts or keys, and having all the elasticity of the present wooden tie? Steel is now produced at almost the same cost as iron, as is shown in the contract for the new Market street bridge, which is to be of steel, at less than three cents per pound. Note the variety of shapes in the metal for the bridge, while metal ties would be all alike.

The late Colonel Thos. A. Scott felt a great interest in the metal-tie subject, and the Pennsylvania Railroad Company to-day is testing some metal ties with the view of adopting the best they can get when the time comes for them to do so. In plain words, our railways can see that the time is very near at hand when they will be compelled to adopt a metal tie or some acceptable substitute for the present wooden sleeper, which is so fast disappearing by the rapid depletion of our forests. We have to-day in the United States close to 140,000 miles of railroads. The year 1886 saw about 8,000 miles laid, and it is expected that fully 12,000 more will be built in 1887. Many of our rolling-mills have all the steel rails contracted for already that they can produce within the year. Why do not some of our rolling-mills look after those Mexican contracts for metal ties and not let them go entirely to England, when we Americans are so much nearer Mexico? The iron ties being tested by the Pennsylvania Railroad Company are good and stand all the racket and hard work required of them, but are too expensive, costing over \$5 each. Besides, they are composed of about eighteen separate parts, which is very objectionable.—Philadelphia Times.

## ROYAL GLUTTONS.

Historical Personages Who Ate Themselves into an Untimely Grave.

If one eats heartily and does not take it out in strong physical exertion, the ill to which flesh is heir break out and have it all their own way. Royal flesh is within the common law, just the same as the flesh of servants, who, when they rise from the misery of their paternal homes to good situations, think they can never eat enough meat, and so get knocked over. Emperor Charles V. did a prodigious amount of brain work, and his physical activity was very great; for he was always traveling (chiefly on horseback, until he had to go in litters) from one part of his domains to another. He also stood much knocking about at sea in the barks and galleys of his time; yet he ate himself into premature old age and an untimely grave. Louis Quatorze, one of the heaviest eaters of his time, was a morose and unamiable old man when he married the widow Scarron. He lived, I grant, a quarter of a century after that event; but, as Dangeau said, if the man was always sitting at a great deal and eating, he would not live long. Louis was bravely thrashed every function. He understood well that a monarch's duty is to parade himself, to keep well in view, to be brilliantly surrounded, and so he conquered his ailments and the laziness bred of over-eating. The beautiful Elizabeth of France, consort of Philip II, took refuge from the solemn tedium of her husband's court in the frequent gratification of her palate. There are bundles of letters in the Simancas records from Catherine de Medici on the evils which were to be apprehended from over-indulgence in the pleasures of the table and abstention from rude exercise. Catherine herself had a renowned chef, who taught the French the culinary art, in which they have since excelled; but she was not a heavy eater, and generally, as she told her queenly daughter, rose from the table with an appetite.—Paris Cor. London Truth.

## A Phenomenal Fee.

"Yes," said a pompous young lawyer on a street-car, to a friend: "I hadn't been down town half an hour this morning before I got a fee of ten dollars!"

Then the eyes of a man who was hanging on to a strap began to bulge. "I say, young fellow," he whispered, earnestly, "what saloon d'ye work at? I'm a waiter, myself!"—Puck.

—M. Lorel, of Lyons, in the course of his studies on ancient Egyptian funeral rites, has given some attention to the perfumes then in use; and by means of his botanical knowledge, aided by some inscriptions in ancient laboratories, he has been able to discover the ingredients composing some of them, such as "kyphi" and "lasi," which were used in Greece and Rome after the conquest of Egypt.

## FOREIGN GOSSIP.

—At Pesth, Hungary, piles have been successfully driven by dynamite.

—Prince Rupert, the coming King of Bavaria, is apprenticed to a wood-turner in Munich and works daily at the bench.

—There are thirty-five thousand persons engaged in the laundry business in Paris. The wages they receive amount to about six million dollars annually.

—The Queen of Italy lately sent a novel from her own pen under an assumed name to one of the best Roman periodicals, and it was remorselessly returned with the curt indorsement, "Cestinato"—Rejected.—Congregationist.

—There are reported to be at least one hundred thousand lunatics in Russia, of whom only about one-tenth can be accommodated in asylums, and these, for the most part, are very ineffectively treated.

—China has ceded to Germany the Chusan Islands on its eastern coast, a very important acquisition for that power. Chusan was captured by the British in 1840, and restored to China in 1846.

—Oyster culture in the Baltic Sea has proved wholly unsuccessful. The German Government promotes the raising of oysters in the North Sea, where it owns fifty-one oyster beds in all, but the product is not the best.

—The old Cock Tavern in London has been destroyed, but a new tavern bearing the same name has been opened on the site. All the fittings of the celebrated old place, including chimney piece, overmantel of carved oak paneling, seats and table, have found a new abode over the way.

—The Travelers' Aid Society, instituted by Lady Frances Balfour, has for two years done an excellent work in befriending unprotected girls and women traveling in England, and has now extended its good offices to embrace the seaport towns. Three hundred voluntary local agents are connected with the society.

—A colony of Wurtembergers engaged in Palestine have made roads, multiplied plantations, and so cleared the view of the Plain of Jezret that, in spite of the interference of the Latin monks of Mt. Carmel, they have come to a prosperous colony there.—N. Y. Witness.

—In Great Britain butter is carried in the mails at very low rates, and a large number of dairy farmers send butter to customers regularly in this way. It is placed in small wooden or metal packages, and the postage is prepaid by stamps. By employing the package service, the profits of middlemen are saved, and consumers get fresh butter all the year.—Chicago Times.

—At present asphalt is only obtained from three places in Europe, namely, Ragusa, in Dalmatia, and Val de Travers and Seyssel, in the department of Aisne, in France. In Berlin asphalt has entirely superseded wood for street paving, the latter being only used between the metals on the tramways. The wood paved streets in Berlin only cover 44,000 square meters.—Chicago Herald.

—Arrangements were some time since made to improve the streets of the Holy City. It now appears that Jerusalem has at last yielded to the progressive tendencies of the age. The uneven and even dangerous condition of its roadways, formed of rough blocks of stone, is no more. Excellent paving has been laid down in the principal streets, and several of the principal approaches, especially those from Bethlehem and Hebron have been widened.—Indianapolis Journal.

## CHINESE SPIRITUALISM.

Superstitions and Stories Current Among the Heathen in This Country.

China is a nation of spiritualists, and the ideas of Chinese on spirits and the world of spirits are not materially different from the views held by people of that belief in other lands. In this city nearly all of that race are thorough believers in the power of spirits to return and make themselves manifest to persons on earth—even to converse with friends who yet linger in the flesh. In conversation with a very intelligent Chinaman, a reporter obtained a number of curious facts. "We believe," he said, "in spirits, bad and good, coming back to earth, and having so many repeated proofs of this that we consider it an established fact."

The reporter, who is merciful to the reader, refrains from giving his Chinese friend's pigeon lingo. "Under certain circumstances," continued he, "the appearance of a spirit indicates the death of some member of the household in which it appears. You remember that about three years ago a Chinaman died in a laundry on Massachusetts avenue. A few nights before my friend was taken sick a spirit came into the room where he and some of his companions were, and by indications which they understood led them to know that one of the men at that laundry would sicken and die. They resented the appearance of the spirit and did every thing they could to charm away the evil influences, but without avail. The very next week the man was taken sick, and he knew from the first that he was the appointed victim, and would die, as he did two weeks later."

"Spirits of Chinese dead appear so often at another laundry in this city as to compel the proprietor to keep a light burning in his sleeping room all night, for it is a law with us that in the light these spirits have little power to manifest themselves. In a cellar occupied by a Chinaman as a laundry the spirit of a former partner appears almost every night and holds long talks with the living partner. It is common in China, after a death in a family, for the spirit of the departed one to appear and talk audibly to members of the household. These appearances are generally in the dusk of the evening or in the night time. In our Chinese paper from San Francisco, recently, was a story which may sound curious to you, but all the Chinese here believe it. Some of us know the mercha-

nts about whom it is told.

There were two Chinamen in business in San Francisco, and one of them died. He was a merchant, and soon after his death, in the twilight, about the time the surviving partner was closing the store, the spirit of the dead partner came and spoke to him very clearly, requesting him to send to China and have his son, the son of the dead one, come and take his place in the business. The survivor was greatly shaken at the appearance of the shade of his partner, and his request, but as the conversation was prolonged, he recovered his self-possession and promised to write to the son to come, with which promise the spirit departed. But the partner was not honest. He did not intend the family of his comrade should know of his death; he continued to use his capital in the business. In a short time the spirit came again, and this time made more disturbance than upon his former visit. In an angry voice the spirit asked why he had not sent for the son as he had promised. The partner equivocated, and as the question was repeated with greater emphasis, he said the reason he had not sent for the son was because he knew nothing of the business, and that he did not want him as a partner. "Very well," said the spirit, "if that is your reason, you may send my portion of the firm's money to my widow in China."

"This the partner faithfully promised to do, and again he failed to keep his word. Soon after the spirit appeared to the widow in China, and asked her if the partner in San Francisco had sent the money, to which she answered that he had not. The very next night, as was found by a careful comparison of dates, the spirit appeared in the store at San Francisco, and in a voice of terrible anger asked the trembling delinquent why he had not sent the proceeds of the spirit's share in the store to the widow. The partner managed at length to stammer out that the spirit had no right to trouble him, that he had no further business on this earth, and that the money would not be sent to the widow at all. The spirit said: 'You will send it, and picking up a heavy ruler that lay upon a desk, hurled it at the offender's head. The spirit intimated that what he had done was a very slight mutilation of his power, and that if the money was not promptly sent he would visit upon the delinquent a most terrible punishment. The partner, now thoroughly alarmed, and convinced that further delay would be dangerous, solemnly promised the spirit that he would settle up affairs and send the money. He did so; and the narration here given confirmed in all its details, comes from the partner, who is deeply penitent for the wrong he attempted to commit.'—Indianapolis Journal.

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